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LAST EDITION.

ST. LOUIS'S TUNNEL.

The Mechanical System by Which It Is Ventilated.

A Fan-Blower and a Chimney Successfully Used.

The New York Tunnel May Be Ventilated Similarly.

Coroner Levy Receives Notice from Non-Resident Directors That They Will Appear Before Him.

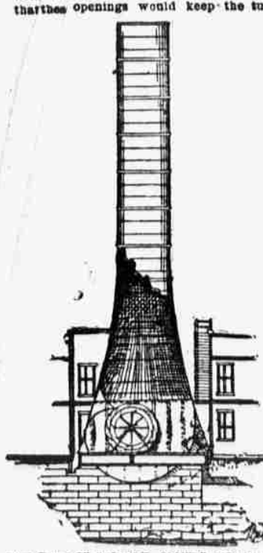
In his statement before the Coroner's jury, President Chauncey M. Depew, of the New York Central Railroad Company, stated that he knew of no method by which the Fourth Avenue Tunnel could be ventilated except by opening it up. This would be doing away with the tunnel altogether and running 415 trains daily through Fourth avenue, frightening horses and rendering the avenue uninhabitable from coal dust, smoke and steam. To show that tunnels are successfully ventilated THE EVENING WORLD prints to-day an account of the system by which the St. Louis tunnel is ventilated, and which might be successfully used in this city, if the New York Central were only willing to go to the expense.

The facts presented are taken from the pamphlet of Mr. N. W. Eayrs, of the American Society of Civil Engineers, and given verbatim. Mr. Eayrs is also Resident Engineer of the Terminal Railroad Association, which controls all trains going through the St. Louis tunnel.

"The St. Louis Tunnel forms the connection between the St. Louis Bridge and the Union Depot at Twelfth and Poplar streets in the city of St. Louis. The tunnel proper commences at Third street, passes under Washington avenue as far as Seventh street, where it curves to the south, under the block and St. Charles to the south, under the block and then runs in a straight line under Eighth street to an open cut at Clark avenue. The tunnel is 4,096 feet in length between portals, and is really a double tunnel, a central wall separating the two tracks throughout, except at the fan and at the Custom-House, between Locust and Olive streets.

"This central wall has openings in it at intervals of 25 feet, for places of refuge for trackmen and for passing from one track to the other. The total amount of curvature is 95½ degrees, and the largest portion being in a length of 740 feet of 11½ degree curve. The heaviest grade, 70 feet per mile, is at the easternend.

"When the tunnel was completed, openings through the roof were left in Washington avenue, St. Charles street and Eighth street, communicating directly with the open air. It was expected that these openings would keep the tunnel



SIDE VIEW OF CHIMNEY, BLOWER AND PART OF ENGINE-HOUSE.

free, without any other means of ventilation, but it was found that the increasing number of trains kept the tunnel filled with smoke and gas, and loud complaints were made because of the volume of smoke which poured out into the street through the openings.

"Coke was used as fuel in the locomotives for more than a year, but while the quantity of smoke emitted was decreased, the volume of gas was not diminished. The hope of adequate ventilation by natural draught was abandoned, and the late C. Shaler Smith, M. American Society Civil Engineers, then Consulting Engineer of the St. Louis Bridge Company, was called upon to propose a remedy.

"For several months Mr. Smith experimented with models of various kinds of fans, air screws and blowers, and many observations were made on the flow of air currents in the tunnel and the friction of the air against the sides and roof. Unfortunately, his notes and memoranda are not now in existence. The models were all constructed to the same scale, and that form of machine was adopted which gave the best experimental results. The service fan was then constructed on the lines of the model which had been selected.

"The arrangement of the fan-house and sections of the fan are shown in illustrations. The fan-house is located on St. Charles street, near the middle of the length of the tunnel.

"The fan consists of a pair of steel cones, placed butt to butt and riveted together. These cones carry the blades, sixteen in number, 8 feet wide. The fan itself is 18 feet in diameter and 9 feet wide. The following proportions were used in constructing the fan. Considering the area of inlet as unity, the area of issues was made 0.42, and the area of discharge at the top of the stack was 0.61.

"The stack is made of boiler iron, thirty-seven feet diameter at the base and seven feet diameter at the top. The height is 70 feet.

"The fan is run by a Herreshoff compound double-cylinder non-condensing engine, of a maximum capacity of 190 horse-power. The speed varies from 70 revolutions per minute during the middle of the day when passenger traffic is light, to 110 revolutions per minute during those portions of the day when the tunnel is practically given up to passenger trains. This is from about 6.40 to 9 A. M. and from 4.30 to 8.30 P. M. At 110 revolutions the periphery speed is 8180 feet per

CROSS SECTION OF ST. LOUIS TUNNEL, SHOWING BLOWER AND CHIMNEY.

SIDE ELEVATION OF FAN.

minute, at this speed the tunnel is cleared of smoke in four and one-half minutes from the time the locomotive passes the fan, going east, and in three and one-half minutes from the time a west-bound train passes the fan.

"It has been estimated that the total amount of air to be removed in order to clear the tunnel of smoke of any one train is 3,750,000 cubic feet. To get the best results from the artificial ventilation it was found necessary to close all other ventilating openings.

"The writer recently made some observations with a Biram anemometer on the amount of air issuing from the mouth of the fan. The anemometer had been tested at the Washington University in St. Louis some years ago, and as it had not been used since, it was assumed to be correct. The method of making the observations was as follows: The area of issue—9 feet square—was divided into nine equal parts, and several readings of the anemometer were taken in each small division, with the fan revolving at seventy revolutions and 110 revolutions per minute, the minimum and maximum speeds.

"All defective observations, owing to the presence of trains in the tunnel, were thrown out. The mean of all observations taken in the small divisions was computed, and the mean of these means was taken as the amount of air passing through the area of issue in one minute. It was found that at 70 revolutions the amount of air discharged was approximately 200,000 cubic feet per minute, and at 110 revolutions 240,000 cubic feet per minute.

"Without having at hand the notes of Mr. C. Shaler Smith, the writer is at a loss to understand the discrepancy between Mr. Smith's results and his own. Mr. Smith stated that the total amount of air to be removed from the tunnel was 2,750,000 cubic feet, and that this was removed in six minutes—four and one half minutes from the time the train passed the fan. This would give a capacity of 450,000 cubic feet per minute. But the great fans at the Mersey Tunnel, forty feet in diameter and twelve feet wide, running at forty-five revolutions per minute, are rated at 200,000 cubic feet per minute, and the total of all four fans—two 40 feet in diameter and two 30 feet in diameter—is but 500,000 cubic feet per minute."

Since the above report was made more trains are run through the St. Louis Tunnel and another chimney and blower is contemplated to procure more perfect results.

To ventilate the Fourth Avenue Tunnel there is only the question of expense. Its cubic contents can be calculated and enough chimneys and blowers may be erected to exhaust the foul air in any given number of minutes. This system will confer another benefit on the city, because it will cause the closing of the present openings in the tunnel which have made Fourth avenue so dangerous and disagreeable. The chimney in St. Louis is 180 feet high and the smoke, steam and dust are carried off by the upper air currents and cause no inconvenience. The chimneys could be built higher here if necessary. This is only one method of ventilation. There are others also which the New York Central experts could easily learn about if they cared to.

WON'T WAIT FOR ARREST.

Non-Resident Directors Will Speedily Appear Before the Coroner.

To-day is the last day of grace, according to Coroner Levy, for the appearance and self-surrender of the New York, New Haven and Hartford Railroad officers and directors, who were held responsible by the Coroner's Jury for the deaths of Helen T. Supple and the other victims of the Fourth avenue tunnel disaster of Feb. 20.

Warrants for the arrest of Vice-President Edward M. Reed, Treasurer William L. Squire and Director E. H. Trowbridge, of New Haven; Secretary William D. Bishop, jr., and Director Nathaniel Wheeler, of Bridgeport; Directors Henry C. Robinson and Leverett Brainard, of Hartford; and Henry S. Lee, of Springfield, Mass., are now in the hands of Inspector Byrnes, and unless they appear to-day Coroner Levy proposes to apply to Gov. Hill for requisition papers for them.

The first non-resident director to give the required $25,000 bonds for his appearance before the Grand Jury was William D. Bishop, sr., of Bridgeport, Conn., who qualified Saturday.

Director Geo. N. Miller, of this city, was so seriously ill Saturday that Coroner Levy did not exact the bond.

It was 10.30 this morning when Coroner Levy arrived at his office and looked over his mail. He reported "nothing new," but published despatches this morning strate that Henry S. Lee, the only Massachusetts director, will respond to the Coroner to-day, as will also Vice-President Reed and Director Trowbridge, of New Haven.

In an interview Director Lee pleads ignorance of the late proceedings. He is Treasurer of the Springfield Institution for Savings, and one of Massachusetts' most prominent financiers.

It is said that Mr. Lee has constantly urged the adoption of every practicable safety contrivance.

In a later mail Coroner Levy received this letter:

HARTFORD, Conn., March 7, 1891.

Coroner Levy.

DEAR SIR: A letter from President Clark, received this morning, advises me that you have deemed it your duty to issue a warrant for my arrest upon charges growing out of the responsibility for the late calamity at the New York tunnel, relating to me as a director of the New York, New Haven and Hartford Railroad Company.

Although a non-resident of New York State, I shall promptly honor your mandate by personal presence at your office, where I shall hope to find a friend duly qualified to make such obligations as are necessary to insure my presence to answer to any charges made by your Grand Jury.

I am so confined by engagements already made that I can hardly hope to get to New York before the middle or last of next week, but will report to you in person some time during the coming week.

Mr. E. H. Trowbridge, an associate director, wishes me to advise you that he will pursue the same course.

Mr. Leverett Brainard, annother associate director, of this city, is just now in the West, but I have no hesitation in saying that he will honor your warrant upon his return. I am, yours truly,

HENRY C. ROBINSON.

Fired by an Electric Light Wire.

An electric light wire set fire to the woodwork of Louis Kaufman's shoe store at 82 Bowery this morning and damaged it slightly.

$900 WORTH OF BEAUTY.

Mme. Rowland Says Mrs. Collis P. Huntington Got It.

The Multi-Millionaire Thinks It Worth Only $100, Hence a Lawsuit.

Multi-Millionaire Collis P. Huntington has been made defendant in a unique suit, which, if it ever comes to trial, will reveal to a curious public the secrets of the toilet and the boudoir—not of Mr. Huntington's, but of his wife's.

The suit is brought by Mme. Mary Scott Rowland, who makes a business of supplying society ladies and other fashionables with charms they do not possess. She claims to have a secret method for reducing superfluous flesh and removing wrinkles, and Mrs. Huntington placed herself under her care to get rid of a lot of surplus fat on the neck, and wrinkles about the eyes, and lines running from either side of the nose and corners of the mouth.

Mme. Rowland demanded $900 for the treatment, but Mr. Huntington said all it was worth was $100, and that would be all he would pay.

Then followed some very interesting correspondence between the railroad magnate and the Beautifier.

"I am willing to pay a reasonable amount," wrote Mr. Huntington, but as he continued to insist that $100 was a reasonable amount, Mme. Rowland decided to leave the matter to twelve men good and true, and brought suit through her attorneys, Howe & Hummel.

An EVENING WORLD reporter called at the Huntington mansion, 65 Park avenue, this morning.

Mr. Huntington had just gone out, and Mrs. Huntington was not "at home"—that is, not to visitors, the liveried servant explained.

He wouldn't think of disturbing the lady at that hour of the morning—11 o'clock.

Mme. Rowland, however, was "at home" in the person of her husband, who explained that it was all one—he would answer for his charming wife, and this is the way he did it:

"Mrs. Huntington insisted on the greatest secrecy. She did not want her identity revealed, and whenever she came here no one else was admitted to the parlors.

"My wife's valuable time was devoted entirely to her two or three hours on each visit. Her attention was called to this, and she replied that she knew she would be expected to pay for it.

"It is the first time we have ever had any trouble of this kind, and if it has become public it is not our fault.

"Our business is strictly confidential, but in this instance we were constrained to pursue a course for the recovery of our money that necessarily involves publicity.

"Mme. Patti and Mrs. Kendal—I may mention their names, because they do not object—were treated by my wife, and they always settled promptly without questioning the charges.

"They paid my wife more in proportion than Mrs. Huntington should have paid, and she had less trouble with them.

"The first two or three times Mrs. Huntington came here incognito, and my wife, by her turban and appearance, judged that she was a lady of wealth and position, and did not demand her fee in advance.

"She gave my wife to understand that she did not care to know what the treatment would cost, and that she would pay whatever it would amount to.

"She declared the treatment satisfactory—the superfluous flesh on the neck was reduced and the wrinkles on her face removed. Her husband's letter was a great surprise to us."

The correspondence above referred to is as follows:

No. 65 PARK AVENUE.

Mme. Rowland:

Mrs. Huntington requests me to write and tell you that she is expecting to go to Washington for a few days and will not be down to-morrow. Please send the bottle that you were to get ready for Mrs. Huntington, as she wishes to take it with her. Very truly yours,

Feb. 13, 1891. CAROLINE M. CARROLL.

Caroline M. Carroll is Mrs. Huntington's private secretary.

Feb. 19 Mme. Rowland received this:

Mme. Rowland:

Mrs. Huntington expects to go to California so soon that she will not require any appointments. Very truly yours, C. M. CARROLL.

Mr. Huntington next took a hand at letter writing in the following style:

No. 23 BROAD STREET, NEW YORK, Feb. 21, 1891.

Mrs. Mary Scott Rowland.

DEAR MADAME: Mrs. Huntington has handed me your bill. If you will send a bill for the correct amount I will send you a check for the same, but I shall not pay the bill as rendered. Yours truly, C. P. HUNTINGTON.

Mme. Rowland then sent a revised bill, deducting $194 which she charged for time lost in waiting for Mrs. Huntington when she did not keep her appointments. This was Mr. Huntington's reply:

SOUTHERN PACIFIC RAILROAD CO., NEW YORK, Feb. 23, 1891.

Mme. Rowland:

I have received yours of the 23d. I can hardly believe you seriously expected me to pay the bill as rendered. I am willing to pay a reasonable amount. One hundred dollars I should say would be right. Yours truly,

C. P. HUNTINGTON.

The papers in the case have been served, but the date for trial has not yet been fixed.

DETAINED FOR SMALL-POX.

Fifty-nine of the Obdam's Passengers Isolated on the Island.

The Netherlands steamship Obdam was allowed to come up to her dock to-day from Quarantine. Fifty-nine of her passengers were detained and sent to North Brothers Island because of small-pox on board.

The Obdam was caught in a terrific electric storm on the way from Rotterdam.

The Quotations.

	Open.	High.	Low.
Amer. Sugar Refinery	78¾	78¾	78¾
American Sugar Refinery pfd	85¾	85¾	85¾
American Cotton Oil	20¾	20¾	20¾
Atch. Top. & Santa Fe	25¾	26¾	25¾
Canadian Pacific	75	75¾	75
Canada Southern	48¾	48¾	48¾
Chesapeake & Ohio	16¾	16¾	16¾
Chicago Gas	41¾	41¾	41
Chic., Bur. & Quincy	75¾	75¾	75¾
Chicago & Northwest	103¾	103¾	102¾
Chic., Mil. & St. Paul	53¾	53¾	52¾
Chic., Mil. & St. Paul pref	109¾	109¾	109¾
Chic., Rock Island & Pacific	64¾	64¾	64
Chic & Eastern Ill. pref	90¾	90¾	90¾
Clev., Cin., Chic. & St. L	59¾	59¾	58¾
Col. & Hock. Coal	15	15	15
Colorado Coal & Iron	35¾	35¾	35¾
Del., Lack. & West	134¾	134¾	133¾
Delaware & Hudson	130¾	130¾	130
Denver & Rio Grande	16¾	16¾	16¾
E. Tenn., Va. & Ga.			
Illinois Central	91¾	91¾	90¾
Iowa Central pref	20¾	20¾	20¾
Lake Shore	108¾	108¾	108¾
Louisville & Nashville	72¾	72¾	71¾
Louisville, New Alb. & Chi	15	15	15
Manhattan Consol	102	102	102
Missouri Pacific	65¾	65¾	64¾
Mobile & Ohio	35	35	35
Nat. Lead Trust	18¾	18¾	18¾
New Jersey Central	114	114	112¾
N. Y. & New England	33¾	33¾	32
N. Y., Lake Erie & West	18¾	18¾	18
N. Y., Lake Erie & West pref	50¾	50¾	50
Northern Pacific	26¾	26¾	26¾
Northern Pacific pref	71¾	71¾	71¾
North American	17	17	16¾
Ontario & West	16¾	16¾	16
Pacific Mail	37	37	36¾
Pipe Line Certificates	76¾	76¾	76¾
Phila. & Reading	17	17	16¾
Rich. & West Point Ter	17	17	17
Rich. & West Point Ter. pref	70	70	70
Silver Certificates	98¾	98¾	98¾
Southern Pacific	28¾	28¾	28
Texas Pacific	12¾	12¾	12¾
Tenn. Coal & Iron	34¾	34¾	33¾
Union Pacific	44¾	44¾	44¾
Wabash pref	17¾	17¾	17¾
Western Union Telegraph	87	87	86¾
Wheeling & Lake Erie	22	22	22
Wheeling & Lake Erie pref	71	71	71
Wisconsin Central	18¾	18¾	18¾

A full account of Wall street affairs will be found in THE EVENING WORLD'S Financial Extra.

PROVED TO BE DEAD.

Robert Ray Hamilton's Will Admitted to Probate To-Day.

The Surrogate's Order Issued on the Final Proofs.

How the Ex-Assemblyman's Body Was Found in the Snake River.

Surrogate Ransom to-day admitted the will of Robert Ray Hamilton to probate, holding that the ex-Assemblyman is dead.

Lawyer Clark, of Root & Clark, presented three witnesses in regard to the various commissions and evidence as to Hamilton's death.

The first of these was Schuyler Hamilton, jr., Ray's brother, who went to France and secured from young Dr. Green positive evidence of his brother's death.

He testified as to the watch found on his brother's body while it lay in the Snake River.

Gilbert M. Speir, jr., one of the executors of Hamilton's will, was called to testify that the watch in the Surrogate's possession was the same which had been given him by Dr. Green, when he visited Hamilton's ranch near Yellowstone Park.

Col. G. E. P. Howard, who went with the commission which was to examine John B. Sargent, second, and others in the West, was the third witness.

Several people were examined, he said, but Mr. Sargent was not, because he was on the ranch and inaccessible.

The Winter had set in and the nearest railway station was 170 or 180 miles from the ranch. The Commissioners were unable to reach him, but it was learned that he had not left the ranch.

Col. Howard ascertained from Patterson Brothers, Sargent's bankers at Eagle Rock, Idaho, that he had not been out this Winter and had not drawn any money since his last trip out.

At the close of this evidence the Surrogate said that he was satisfied beyond doubt that the will was entitled to probate, and that the factum of the will had been made out.

"Mr. Hamilton is dead. I will sign a decree at once."

News was received in this city Sept. 13 last that the dead body of Robert Ray Hamilton had been found in the Snake River, thirty miles away from his Idaho ranch.

The body was found Sept. 2 by Dr. J. O. Green, son of Dr. Norvin Green, President of the Western Union Telegraph Company, who was accompanied by John D. Sargent, the keeper of Hamilton's ranch, who had become alarmed at his long absence and had organized a searching party. Hamilton had gone on a hunting trip several days previous.

They first discovered Hamilton's horse, grazing in an open clearing. The skin, antlers and hams of a large antelope were tied to the saddle.

The next day the dead man's body was discovered a short distance from the spot, half hidden among the branches of a big tree that overhung the bank of the river. His watch had stopped at 9.30 P. M., Saturday, Aug. 22.

Sargent's opinion was that Hamilton had stumbled into a pitfall or pool on the river bank and drowned while reconnoitring in the dark for the ford.

The body was taken back to the ranch and buried by Sargent, who the next day wrote to Schuyler Hamilton, jr., notifying him of his brother's sad death.

Before the letter was received, however, Casimir de R. Moore and Gilbert M. Speir, jr., had arrived at the ranch—just a week after the finding of the body—and Mr. Moore telegraphed his wife, who in turn notified Mr. Schuyler Hamilton.

Nov. 17, Hamilton's will, leaving among other provisions an annuity of $1,200 for the $10 baby, Beatrice Ray, who was designated as "my adopted daughter," was filed with Surrogate Ransom for probate.

Evangeline L. Steele, alias Mann, alias Hamilton, who claimed to be Robert Ray Hamilton's lawful wife, was not even mentioned. She was then serving a two years' sentence in Trenton State Prison for the murderous assault on Nurse Donnelly, at Atlantic City, which resulted in the young politician's social downfall.

Hamilton's tragic death, however, evidently gave an impetus to her pardon which was granted Nov. 25. She left the prison and came to New York, after objections to the probate of the will had been filed, Nov. 19.

The proceedings in the will contest are of too recent date to demand repetition. EVENING WORLD readers will remember how absolutely the contestant contradicted her own testimony, admitting that she was known as Mrs. Josh Mann, that Baby Beatrice was neither her child nor Hamilton's, and how, Jan. 29, at the close of the case, Surrogate Ransom decided that she had not been Hamilton's wife lawfully, and had no standing in the court to contest his will.

The supporters of the will then offered it again for probate, when it was discovered that sufficient legal proof of Hamilton's death was at hand, although no one but the woman Eva really believed him alive, in spite of sensational rumors to the contrary.

Dr. J. O. Green, who was said to have identified the body found in the Snake River as that of Robert Ray Hamilton, had gone to Europe, and Schuyler Hamilton, jr., the dead man's brother, was commissioned by the Surrogate to cross the ocean and take Dr. Green's deposition to prove his death.

The Surrogate also appointed David N. Carvalho, of this city, commissioner to take the testimony of John D. Sargent, who also identified Hamilton's body.

BOTH GIBBS AND COWIE OUT.

It was the talk of local Republican politicians to-day that the Committee on Contested Seats, which has been taking evidence in the Thirteenth Assembly District contest, will to-night report in favor of a thorough reorganization of the district machine and against the recognition of either the Gibbs or Cowie faction.

A compromise will be suggested, it is said, with Col. John W. Marshall, Superintendent of Federal Buildings, as the new leader.

Caught Looting a Cigar Factory.

Justice Hogan to-day held two burglars whom the police found packing up forty-three boxes of cigars in Carey & Finn's cigar factory, 183 Greenwich street, Saturday night. They gave their names as John Mullins and George Smith.

JONES'S VIEW OF IT.—"'Tis but a Little Faded Flower."

SCHOONERS IN COLLISION.

The Gregory Badly Smashed and the Neely Supposed Lost.

The schooner John C. Gregory, which sailed hence for Georgetown, S. C., last Wednesday, returned to-day badly damaged from collision.

She was run down off Fennich Island last Friday, by the four-masted schooner William Neely, from Baltimore.

The collision occurred at 3.30 A. M. during a dense fog.

The Gregory had her forecastle deck chain plates and headgear torn way and also sprung a leak.

The Neely was badly damaged both below and above the water line.

The Gregory was obliged to leave the Neely and saw the crew of the latter making efforts to stop a leak.

It is feared that the Neely has gone down. She has a crew of twelve men. She is a brand new vessel of 852 tons.

MORRISON FOUND GUILTY.

Verdict of Extortion Against Beattie's Superintendent.

Deputy Commissioner of Street Cleaning William Dalton to-day decided that the charges of extortion made against District Superintendent John J. Morrison had been sustained, and recommended his removal from office.

This finding was approved by Commissioner Beattie, and Morrison, who has been under suspension since the charges were preferred by Foreman Everett and Cartman Flannigan, was dismissed from the service.

The full text of Mr. Dalton's report is as follows:

"*Hon. H. S. Beattie.*

"In the matter of the charges of official misconduct against District Superintendent John Morrison, I respectfully report that in my judgment the best interests of the service require his removal from office. I therefore recommend that he be removed. I would also suggest that all such papers in this matter as charge any officer or employee of this Department with extorting, or attempting to extort, money, or any other thing of value, from any other officer or employee of the Department, be submitted to District-Attorney De Lancey Nicoll for such action as to him may seem proper to be taken—provided, of course, that the allegations have been sworn to by the persons making them.

"WILLIAM DALTON,
"Deputy Commissioner."

Foreman Everett, against whom counter-charges were preferred by Morrison, was dismissed last week.

There is every chance of the Grand Jury inquiring into these street-cleaning methods.

LILLIAN MUST PAY MR. DUFF.

Her Excuse for Not Appearing in Tights Doesn't Go.

Judge Freedman to-day decided against Lillian Russell in the suit brought by her former manager, James C. Duff, to recover damages and for injunction to restrain her from appearing with any other manager during her contract with him.

At the time the temporary injunction was granted (in January, 1889), Miss Russell had already engaged to play with the Casino company, and she had been heavily advertised. Her contract with Duff was to expire in June, 1889.

In view of the large expenditures that had been made Miss Russell gave a bond of $2,000, conditioned to pay that sum as liquidates damages in case it should be finally determined that Duff was entitled to an injunction and she was allowed to fill her engagement at the Casino.

She had refused to perform for Duff because he required her to wear tights, her physicians having advised her that it was dangerous to appear in such a costume.

The Judge holds that the evidence justifies the conclusion that her excuse was in a great measure a mere pretense.

Banker Trask's Saratoga House Burned.

[SPECIAL TO THE EVENING WORLD.]

SARATOGA, March 9.—"Yeddo," the handsome Summer residence of Spencer Trask, the banker, of Saratoga, New York, and Providence, was totally destroyed by fire this morning. It was beyond reach of the Fire Department. Loss, $60,000; insurance, $25,000.

Napoleon Wood Again in Court.

Allen H. Wood, the young man who made a disastrous theatrical venture in Harlem, was arraigned in the Harlem Police Court this morning, charged by Thomas W. Meighan with selling mortgaged property. Wood was discharged on promising to pay in a short time.

LAST EDITION.

WORK OF FIENDS.

Awful Vengeance Inflicted on a Jamaica Contractor.

His Furniture Destroyed, Vitriol Thrown on His Wife and Child.

The Mob Scattered—One Man Arrested by the Brooklyn Police.

A fiendish outrage was committed in Jamaica, L. I., this morning, by a mob of Polish cloakmakers, on the family of Herman Greenbaum, a boss cloakmaker, who is alleged to have employed non-union labor.

Twenty-seven infuriated men, armed with iron bars, broke into Greenbaum's house, and after upsetting the stove, breaking all his machinery and destroying the furniture, deliberately threw vitriol over Mrs. Greenbaum and her four-year-old son, severely burning the latter.

The mob then rushed out and, separating, made their escape.

A similar outrage was perpetrated on another tailor a week ago, and two weeks ago a gang of men planned to hang Greenbaum to an electric railroad wire, but desisted when they learned that the current was not strong enough to kill.

The mob went from this city, and took car No. 16, which left East New York at 6.15 this morning. Greenbaum's house is about one-eighth of a mile below Town Hall and in the rear of the old O'Brien Hotel.

The mob reached Jamaica at 6.50 o'clock and at once made an onslaught on Greenbaum's house.

The family had finished breakfast, and Greenbaum was preparing for his workmen, when he heard the noise outside and discovered the gang.

Mrs. Greenbaum picked up her four-year old son Willie, and rushed into the kitchen, followed by her other children, Fannie, aged five Herman, aged seven, and Samuel, aged nine. A seven-months old baby was left in the front room.

The mob dashed against the door and rushed into the house. They went through the rooms, destroying everything they could lay their hands on. The furniture was broken into fragments.

A half-dozen of the miscreants went to the kitchen in which Mrs. Greenbaum and her little ones had sought refuge. In the confusion they had overlooked Greenbaum, who stood up in a corner of the room near his wife.

One of the men carried two bottles of vitriol. As he entered the room he raised his hand and was about to throw the fiery liquid on the woman and her child, when Greenbaum, who realized what the man intended doing, struck him a heavy blow in the face. The bottle dropped from the man's hand, and he staggered.

Without waiting to protect his family Greenbaum then ran out of the house and started for the Town Hall to alarm the authorities.

As he dashed out of the door the fiend lifted the other bottle of vitriol which was uncorked and threw the contents over the woman and child.

The child screamed with pain. Its little face was frightfully burned and disfigured.

Fortunately Mrs. Greenbaum escaped damage from the shower of burning fluid, but her clothing was ruined.

Fearing that the constables would be on the scene in a few minutes, and finding that they had destroyed everything in the place, the mob left.

Meantime the authorities arrived at Greenbaum's house. They found everything totally wrecked. Vitriol was scattered over clocks and clothing and a small pool of the stuff was found on the floor of the kitchen.

Willie Greenbaum, who was suffering terrible agony, was screaming while his mother tried to soften his pain. Word was telephoned to Brooklyn, and officers were placed on guard at the end of the line.

Constables Ashmead and Smith followed on a car that left a half hour later.

Ashmead waited a short time at the end of the line, and found one of the men who answered the description of the one who threw the vitrol, and he was arrested. The prisoner was taken back to the Jamaica Town Hall and arraigned.

He was identified later on by Mrs. Greenbaum, who declared that he was her assailant.

When the prisoner was arraigned before Justice of the Peace Hendrickson, he gave his name as Frank Reingold, aged Twenty-three years, of 139 Broome street, New York.

"I am not guilty," he said to the Justice. "I swear that I was not in the room, and that there were more than twenty other men there."

"You murdered my child," shrieked Mrs. Greenbaum. "That's the man! That's the man. I will——"

Then the desperate woman stepped forward and struck the prisoner with her fist.

Officers interfered and she was led away.

Justice Hendrickson held the prisoner without bail for examination Thursday morning at 9 o'clock.

Dr. Wood, who attended the injured child, found him severely burned about the face, neck, arms and feet.

One week ago to-day a party went to a cloakmaker's shop on the Black Stump road and sacked the place in the same manner, although no vitriol was thrown.

Conductor Charles Murray, of car 16 of the Electric road, says that one afternoon, about ten days ago a party of thirteen men got on his car and acted disorderly. Two women on the car appealed for protection.

One of the men exhibited a big roll of large bills.

Nearing Richmond Hill Greenbaum and his partner, Sam Billet, were discovered coming down the road in a wagon.

"Here they come," said one of the men, and then turning to the conductor asked him to stop the car.

"Would it kill a man to hang him to one of those wires?" asked one, who seemed to be the ringleader.

"No," responded the conductor, "the current is not strong enough."

"Then we'll go on," said the man.

Greenbaum, who employed twelve hands, estimates his loss at $6,500.

FOREIGN NEWS OF THE DAY.

The French Minister to the Berlin Court Recalled.

Paris, March 9.—M. Herbette, the French Minister to Berlin, has been recalled, and will return to Paris at the end of the month.

Lord Lonsdale's Driving Match Once Stopped by the Police.

[DUNLAP CABLE NEWS SPECIAL.]

London, March 9.—The driving match between Lords Lonsdale and Shrewsbury, was to have occurred this morning, but was stopped by the police.

The course chosen was the high road between Leicester and Melton Mowbray, a distance of fourteen miles.

On account of the action of the authorities another course had to be selected, and over the new course it is reported that the match is now being driven.

Great interest is felt in sporting circles over the result.

A Husband Kidnaps the Wife Whom the Courts Gave Back.

London, March 9.—While leaving the parish church at Clitheroi yesterday, Mrs. Jackson, the wife of a wealthy Australian merchant, was seized by three men and forced into a carriage which was driven rapidly away.

It has since been learned that one of the men was her husband, to whom she was married in 1887, and who has just returned from Australia.

The pair have not lived together for some time, though the courts granted a petition of the husband for the restitution of his conjugal rights in 1889. Mrs. Jackson possesses a large fortune.

A "Nero" Lion in Paris Chews His Keeper, Perhaps Fatally.

[DUNLAP CABLE NEWS SPECIAL.]

Paris, March 9.—Yesterday, at the Cirque d'Hiver, where the spectacle of "Nero" is being performed, one of the performing lions refused to go back in his cage.

The keeper, named Seeth, attempted to force him back by using a steel-pointed thong.

The lion turned on M. Seeth, knocking the thong from his hands and fastening his teeth in the man's leg. Attendants drove off the beast with javelins and spears, but the wounded man is not expected to live.

Prince Jerome Bonaparte's Death a Question of a Few Days.

[BY CABLE TO THE PRESS NEWS ASSOCIATION.]

Rome, March 9.—The physicians of Prince Jerome Napoleon Bonaparte have given up all hopes of his recovery and say death is only a question of a few days.

His illness has been aggravated by congestion of the lungs setting in.

BIG FLOODS IN TENNESSEE.

Nashville Partly Overflowed and Chattanooga Threatened.

[SPECIAL TO THE EVENING WORLD.]

NASHVILLE, Tenn., March 9.—The Cumberland River rise has driven over three hundred families from their homes in the lower portions of the city, and the basements and cellars of many warehouses and residences higher up are flooded.

The guage at 1 o'clock this morning, read 46.6 feet and the water was still rising rapidly.

CHATTANOOGA, Tenn., March 9.—The Tennessee River is above the danger mark and still rising. There is a prospect that railroad and manufacturing operations will soon be interrupted by the flood and that great loss will cause.

BY KNIFE AND WAVE.

Determined Attempt of an Old Man to Kill Himself on a Ferryboat.

John Brown, a barber, sixty-five years old, made a double attempt at suicide on the Williamsburg ferry-boat J. W. Waterbury about 8.30 this morning.

He crawled out to the other end of the boat and drew a sharp knife across his throat, cutting it from ear to ear. Then he jumped overboard.

Deck hands, with boat hooks, pulled him on board again. He was still hacking at his throat with the knife.

He was taken to the Eastern District Hospital, where it is said he will probably die.